

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIV. No. 4732.

號三月九年八十七百八千一英

HONGKONG, TUESDAY, SEPTEMBER 3, 1878.

日七初月八年庚戌

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOTT, Ludgate Circus, E. C. BATES, BENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street, PARIS AND EUROPE:—LEON DE ROSEY, 19, Rue Monsieur, Paris. NEW YORK:—ANDREW WARD, 133, Nassau Street. AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTT, Melbourne and Sydney. SAN FRANCISCO and American Ports generally:—BRAD & BLACK, San Francisco. SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINZEL & Co., Manila. CHINA:—Messrs A. A. DE MELO & Co., Canton, CAMERON & Co., Amoy, WILSON, NICOLLS & Co., Poonah, HENRI & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & Co.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,200,000 Dollars.

COURT OF DIRECTORS. Chairman:—F. D. SASSON, Esq. Deputy Chairman:—W. H. FORBES, Esq. E. R. BELLING, Esq. ADAM LIND, Esq. H. L. DALRYMPLE, Esq. WILHELM REINERS, Esq. H. BOFFIUS, Esq. W. S. YOUNG, Esq. Hon. W. KESWICK.

CHIEF MANAGER. Hongkong:—THOMAS JACKSON, Esq. Manager. Shanghai:—L. WEN CAMERON, Esq. LONDON BANKERS:—London and County Bank.

HONGKONG.

ON Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.

For Fixed Deposits:— For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. P. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, August 16, 1878.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES of Interest allowed on Deposits. At 3 months' notice 5 per cent. " 6 " 4 " " 12 " 3 " "

D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, July 1, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000. RESERVE FUND, £150,000. Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

RATES of Interest Allowed on Deposits.

ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance. On Fixed Deposits. For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. "

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

(Incorporated by Royal Charter.)

CAPITAL, £750,000. RESERVE FUND, £151,500/10. Bankers.

THE BANK OF ENGLAND.

THE LONDON JOINT STOCK BANK.

RATES of Interest allowed on Fixed Deposits.

For 3 months, 2 per cent. per annum. " 6 " 3 per cent. " " 12 " 4 per cent. " " 18 " 5 per cent. "

Besides conducting general Exchange Business, the Bank discounts local bills, payable in Hongkong, and makes advances on approved Banking Securities.

Present Rate of Discount for approved short sight acceptances, 5 per cent. per annum.

Rates for Advances, according to terms required, may be ascertained on application.

H. E. NELSON, Manager.

Hongkong, August 1, 1878.

For Sale.

RECENTLY ARRIVED.

FOR SALE.

TEYSSONNEAU'S FINE FRENCH STRAWBERRIES.

TEYSSONNEAU'S ASSORTED FRUITS. French JAMS and JELLIES. MACASSAR RED FISH. Very Fine "O. K." BOURBON WHISKY.

FINEST CHERBOURG BUTTER, IN BOTTLES OF ONE POUND.

BUSCK & Co.'s SELECTED DANISH BUTTER, Season 1878, in Tins of 1 lb., 2 lbs., and 4 lbs.

ENGLISH and AMERICAN HOUSEHOLD STORES.

EXTRA FINE CHICAGO BACON and HAMS.

MACKEREL and SALMON BELLIES, in Kits.

OOD FISH, &c., &c.

HOTH'S BEST RUSSIAN ROPE, and FINE LINES, Assorted Sizes.

FROST BROS' BEST ENGLISH WHITE LINES.

HENRY'S BEST GOVERNMENT NAVY CANVAS, Assorted Numbers.

INDIA RUBBER SHEET PACKING and INSULATION, all Sizes.

TUCK'S PATENT PACKING.

INDIA RUBBER SUCTION and DELIVERY HOSE.

CANVAS HOSE and LEATHER BELTING.

AMERICAN ASH BOAT-OARS.

ADMIRALTY TESTED CHAIN CABLES, and RIGGING CHAIN.

ANCHORS, from 25 lbs. up to 18 cwt. Each.

PERFORATED ZINC SHEETS.

TINMAN'S and PLUMBER'S SOLDER.

LEAD PIPE, and SHEET LEAD.

FAIRBANK'S PLATFORM SCALES, from 400 lbs. to 2,500 lbs.

MASSEY'S PATENT LOGS.

FLOUR SIEVES.

INDIA RUBBER KNEE and HIP BOOTS, &c., &c., &c.

LAMMERT, ATKINSON & CO.

Hongkong, August 21, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LOAF SUGAR, (in 5, 10, and 15 lbs. Loaves.)

CUT LOAF SUGAR.

CUBE SUGAR (Lyle's Patent).

CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) A 1111.

Fine WHITE SUGAR, mark C. S. R. (in diamond) A 1111.

Medium WHITE SUGAR, mark C. S. R. (in diamond) A 111.

Fine YELLOW SUGAR, mark C. S. R. (in diamond) A 11.

COFFEE SUGAR, mark C. S. R. (in diamond) B 1.

GOLDEN SYRUP, SYRUP, and MOLASSES.

SPIRITS of WINE and LAMP SPIRIT.

ROM, 45°, 50°, O. P., and Naval.

ANIMAL CHARCOAL and DUST.

AMMONIACAL LIQUOR, from Bones.

BONE TAR (a preventive of white ants).

ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to THE MANAGER, CHINA SUGAR REFINING CO., LIMITED, East Point, Hongkong.

March 5, 1878.

FOR SALE.

Ex "Elizabeth Childs."

THE GENUINE APOLLINARIS WATER.

In Cases of 50 large Stone Bottles, 69 per Case.

In Cases of 50 small Stone Bottles, 86½ per Case.

Ex Steamship "Acta."

TIVOLI BEER: In Cases of 8 dozen White Pint Bottles, \$15 per Case.

WIELER & Co.

Hongkong, August 6, 1878.

FOR SALE.

TWO AMERICAN and One ENGLISH Second-hand BILLIARD TABLES, with BALLS, CUES, LAMPS, &c., Complete.

Apply to D. NOWROJEE, Hongkong Hotel.

Hongkong, July 11, 1878.

FOR SALE.

COKE and TAR in Quantities to suit Purchasers, at CHEAP RATES.

Apply to GAS COMPANY, West Point.

Hongkong, June 19, 1878.

Intimations.

LANE, CRAWFORD & Co. beg to notify that they have made such Arrangements in connection with their TAILORING DEPARTMENT, that they are now able to Guarantee the PROMPT Execution of Orders.

The Following GOODS Suitable for the present Season have just been received, from which an early Selection is requested.

THIN BLACK SUPERFINE, for Dress Suits.

FANCY BLACK and BLUE CASHMERE, MELTONS, &c., for Morning Suits.

HOME SPUN, FINEZE, BEAVER, &c., for Ulsters.

SUPERFINE BEAVER, &c., for Light Overcoats.

HOME SPUN TWEEDS and ANGOLA, for Suits and Trowserings.

EXTRA THIN TWEEDS and ANGOLA, for Summer Suits and Trowserings.

BLACK, BLUE, and COLOURED SERGES, for Suits.

CORDS, STOCKINETTES and CASSIMERES, for Riding Trowserings.

UNIFORMS, LACE, BUTTONS, &c., for H. B. M. Navy and U. S. Navy.

BULLOCK LADY'S SPECIAL BLEND WHISKY.

"S. B. H." The Finest OLD WHISKY, ever imported.

IRISH CONSTABULARY REVOLVERS.

Extra FINE ISIGNY BUTTER.

CHARCOAL and SPONGE FILTERS.

SILVER LAMPS for Kerosine, in large assortment.

LAWN TENNIS SETS.

LADIES' GARDEN TOOLS.

VEGETABLE and FLOWER SEEDS.

CORP'S GOLDEN CLOUD TOBACCO.

Very FINE FRESH APPLES, for Box or per Dozen.

BASS'S DRAUGHT ALE.

LANE, CRAWFORD & Co.

Hongkong, September 3, 1878.

G. FALCONER & Co.

WATCH and CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

48, Queen's Road Central.

Hongkong, August 20, 1878.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1877.

SHAREHOLDERS in the above Company are requested to furnish the Underigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE, Secretary.

Hongkong, August 1, 1878.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1877.

SHAREHOLDERS in the above Company are requested to furnish the Underigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of TWENTY PER CENT. (20 %) of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.

Hongkong, August 1, 1878.

NOTICE.

THE CITY HALL LIBRARY and MUSEUM will be CLOSED to the Public from the 2nd to the 30th SEPTEMBER NEXT. Residents wishing to refer to Books in the Library during that period can do so by Application to the Secretary.

By Order, H. L. DENNIS, Secretary.

Hongkong, August 29, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

ON and after 1st SEPTEMBER, RETAIL SALES of the Company's Manufactures will be RESUMED at the REFINERY, East Point, August 28, 1878.

LOST.

A WHITE FOX TERRIER BLUT, with Brown uncut Ears, answers to the Name of "ROSE."

The Finder, on Returning the Animal to the Underigned, will be substantially REWARDED.

ALEXANDER LEVY, At Messrs LANDSTEIN & Co.

Hongkong, August 30, 1878.

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED ON STORAGE at Cheap Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co., Proprietors.

Hongkong, August 29, 1878.

GOVERNMENT NOTIFICATION.

THE Following NOTICE to MARINERS is published for general information.

By Command, M. PRICE, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 10th August, 1878.

NOTICE TO MARINERS.

Notice is hereby given that a dangerous rocky patch exists in the fairway into Mira Bay.

The following Magnetic bearings are from it:—

Fung Head, N. 16° W.

Point of View, N. 87° W.

East Ninopin Rock, S. 55° W.

South part of South, S. 25° W.

Ninepin in line, S. 25° W.

North-east Head Tanikau, S. 25° W.

This patch, about 40 feet long by 30 feet broad, extends in a North-east direction with 8 fathoms of water on it at low water springs and 15 fathoms close to.

J. DIXON, Staff Commander, P. N.

H. M. S. Victor Emanuel, Hongkong, 7th August, 1878.

GOVERNMENT NOTIFICATION.

SALE OF THE OPIUM FARM.

NOTICE is hereby given that the TENDERS for the PRIVILEGE OF PREPARING and SELLING PREPARED OPIUM within the Colony for the Term of One, Two, or Three Years from the 1st of March, 1879, under the Provisions of Ordinance No. 2 of 1868 will be Received at this Office until Noon on MONDAY, the 23rd September, 1878.

Each Tender should specify the Monthly Payment offered for the period above-mentioned.

The Government does not bind itself to accept the highest or any Tender.

Should the highest Tender be less than the sum the Governor thinks a fair price for the Opium Farm, His Excellency in Council will grant Licences direct under Section 3 of the Ordinance, and take such further steps as may be necessary to realize a fair price.

By Command, J. M. PRICE, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, August 21, 1878.

DENTAL NOTICE.

D. R. ROGERS begs to say that he intends VISITING Amoy and Poonah, leaving Hongkong September 18th, and returning November 1st.

Shipping.

Steamers.

FOR YOKOHAMA, HIOGO AND NAGASAKI.

The Steamship "COMMONWEALTH."

Captain A. SMITH, will be despatched to the above Ports on WEDNESDAY, the 6th September, at Daylight.

For Freight or Passage, apply to MEYER & Co., Agents.

Hongkong, August 31, 1878.

FOR SINGAPORE AND PENANG.

The Departure of the British Steamship "KILLARNEY,"

Captain O'NEIL, is unavoidably POSTPONED until WEDNESDAY, the 6th Instant, at 2 p.m.

For Freight or Passage, apply to HOP KEE.

Hongkong, September 2, 1878.

Shipping.

Steamers.

FOR YOKOHAMA & HIOGO.

The Steamship "GLENFINLAS."

Captain Wilcox, will be despatched to the above Ports on THURSDAY, the 5th Inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, September 2, 1878.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "KWANGTUNG."

Capt. PUNCHARD, will be despatched to the above Ports on THURSDAY, the 5th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co.

Hongkong, September 2, 1878.

MONTHLY SERVICE.

FOR COOKTOWN, SYDNEY AND MELBOURNE, CALLING AT PORT DARWIN.

if sufficient inducement offered, and taking Cargo and Passengers for all Australia and New Zealand Ports, TASMANIA AND FIJI.

The Australasian

NOTICES TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE S. S. *Glenfinlas* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—being landed at their risk into the Godowns of the Underigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 o'clock To-day.

Cargo remaining undelivered after the 9th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, September 2, 1878. set

FROM CALCUTTA, PENANG AND SINGAPORE.

THE British S. S. *Japan*, Captain H. DE SMIDT, having arrived from the above Ports, Consignees of Cargo by her are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, September 2, 1878. set

FROM CALCUTTA.

THE British S. S. *Paladin*, Master G. O. PARKER, having arrived, Consignees of Cargo by her are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense without further notice.

N. MODY & Co., Charterers' Agents.

Hongkong, September 2, 1878. set

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship *BEALIC*, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.

G. B. EMORY, Agent.

Hongkong, August 30, 1878. set

FROM LONDON VIA SUEZ AND SINGAPORE.

THE S. S. *Commonwealth* having arrived from the above Ports, Consignees of Cargo are informed that their Goods—being landed at their risk into the Godowns of the Underigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day, the 31st Instant.

Cargo remaining undelivered after the 8th Proximo will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by MEYER & Co., Agents.

Hongkong, August 31, 1878.

BRITISH BARK DARTMOUTH, FROM LONDON.

THE above-named Vessel having arrived, Consignees of Cargo by her are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

VOGEL, HAGEDORN & Co., Agents.

Hongkong, August 27, 1878.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. SINDH.

NOTICE.

CONSIGNEES of Cargo per S. S. *Gange*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 2nd Inst., at 10 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned.

Goods remaining undelivered after SATURDAY, the 7th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUY, Agent.

Hongkong, September 2, 1878. set

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

R. DU POUY, Agent.

Ex "Amazon," from 1 case Ink, Marcellus.

Hongkong, July 27, 1878.

Intimations.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HENRY B. HYDE, President.
J. W. ALEXANDER, Vice-President.
SAMUEL BROWNE, Secretary.
A. A. HAYES, JR., General Manager, for China and Japan.

PRINCIPAL OFFICE.

120, BROADWAY, NEW YORK.

Assets.....\$31,700,000

Surplus.....\$ 5,600,000

THE Underigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to Accept Risks at greatly reduced rates and upon terms very favourable to the assured.

For full information and particulars, apply to

OLYPHANT & Co., Agents.

Hongkong, January 21, 1878.

NOTICE TO MARINERS.

No. 88.

CHINA SEA.

PEIKO RIVER—TIENSIN DISTRICT.

Taku Bar Light.

NOTICE is hereby given that, on the 4th Instant, a Fixed WHITE LIGHT was Exhibited, and will continue to be shown, on the China Merchants' Steam Navigation Company's Hulk "Aden," now moored outside the Taku Bar in 17 feet low water ordinary spring.

The Light, which is dioptric, is 88 feet above the water line, and should be visible 10 miles on clear nights.

Latitude 38° 53' N.
Longitude 117° 50' 30" E.
The Red Buoy, which is distant 84 miles, bears N. 38° W.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY, Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, August 12, 1878. set



NOTICE.

LESSEES of Lots on the British Settlement of Shamen, Canton, are hereby requested to pay the amounts due on their several Lots as Annual Ground Rent into the hands of the Consulate on or before the 4th September, 1878.

All Lots on which Ground Rent has not been paid on the 4th September next will be liable to be re-entered upon by H. M.'s Government.

H. F. RANCOE, H. M. Consul.

H. M. Consulate, Canton, August 21, 1878. set

MURRAY & LANMAN'S FLORIDA WATER.

CAUTION.

HAVING Learned that Large Quantities of IMITATIONS of our FLORIDA WATER have recently been imported to Hongkong, we caution the Public against purchasing any that does not bear the name "MURRAY & LANMAN" on the label.

Each Bottle of the Genuine is wrapped with a pamphlet printed on paper which has the words "LANMAN & KEMP, NEW YORK" in Water Mark.

Messrs MELOHRS & Co. are our only AGENTS for Sale of the Genuine Florida Water at Hongkong.

LANMAN & KEMP.

New York, July 9, 1878. no20

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

HAWTHORN, British barque, Captain C. Mead.—Wielor & Co.

CENTENFLA, American ship, Captain J. M. Pearce.—Butterfield & Swire.

BALCAREY, British barque, Captain Robert Kimmond.—Siemason & Co.

SOUTHERN CROSS, American ship, Capt. A. Hughes.—Captain.

STRATHEARN, British barque, Captain Wm. Anderson.—M. M. Co.

LOVE, British steamer, Captain Wm. McColloch.—Melchers & Co.

FOR SALE.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I. and II., A to M, with Introduction. Royal 8vo., pp. 404.—By ELLIOTT JOHN RYCE, Ph.D. Publishing.

Price: Five Dollars, or Two Dollars and a Half per Part.

To be had from Messrs LAY, CHAYWONG & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

THE ROYAL ENGLISH OPERA AND OPERA BOUFFE COMPANY WILL PRODUCE WALLACE'S OPERA OF

"SATANELLA" OR

THE POWER OF LOVE.

For Particulars see further Advertisement.

S. DE LILLE, Manager.

Hongkong, September 3, 1878.

FOR SALE.

THE Steam Launch "KATE," at present lying in this Harbour; carries about 12 Persons in Cabin; consumes 4 cwt. Coal per 24 hours.

The Steam Launch "FLORA MACDONALD," at present engaged as a Tug at Tientsin; carries 80 to 85 tons Cargo; when not towing steams 7 knots, and consumes 24 tons Coal per 24 hours; Bunker Capacity 15 tons.

Apply to

LINSTEAD & Co. Hongkong, September 3, 1878. set10

PUBLIC AUCTION.

THE Underigned will sell by Public Auction, at Messrs DOUGLAS LAFRAIK & Co.'s Godowns, on

THURSDAY,

the 5th Instant, 1878, at Noon, 42 Bales Bombay COTTON YARN, Ex Stra. "China," and "Kashgar," (More or less damaged by sea water.) (On account of the concerned.)

Terms of Sale.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

H. N. MODY, Auctioneer.

Hongkong, September 3, 1878. set

SHIPPING.

ARRIVALS.

None.

DEPARTURES.

Sept. 3, Yotung, for Swatow.

3, Sindh, for Shanghai.

3, Ceylon, for Nagasaki.

3, The Tweed, for Singapore.

3, Glamorganshire, for Hong.

3, Java, for Singapore and Penang.

OLYMPIC.

Cordouan, for Iloilo.

Franklin, for Quinhon.

McNair, for Antiochia.

Landseer, for Vancouver's Island.

Carl, for Chetoo.

May, for Wellington (N.Z.)

Thales, for Manila.

Albyn's Isle, for Quinhon.

Marco Polo, for Tientsin.

Manila II., for Shanghai.

PASSENGERS.

DEPARTED.

Per Tibre, for Yokohama, Messrs Henry, R. Walker, and Tomighamu; from Marselles, Messrs Buzalo, Morand, Moretti, Aroldo, and Ottolini; from Naples, Messrs Giovanni Veyano, C. Tundin, Imberti, G. Ragnoli, F. Biffi, Moriyachi Anuy, G. Maurer, and C. Gerasu.

Per Sindh, for Shanghai, Messrs Douglas, Forbes, D. H. Bailey, da Silva, and Carvalho; from Marselles, Mr. Repenn.

Per Yotung, for Swatow, 1 European, and 70 Chinese.

Per Java, for Straits, 2 Europeans, and 266 Chinese.

To DEPART.

Per Thales, for Manila, 4 Europeans, and 20 Chinese.

Per Albyn's Isle, for Quinhon, 6 Chinese.

SHIPPING REPORTS.

None.

CARGOES.

Per S. S. *Nestor*, Hongkong to London, sailed 29th August, 1878—100,976 lbs. Congou, 189,823 lbs. So. Cape, 42,227 lbs. So. Or. Pekoe, and 210 lbs. Sorts—total 289,226 lbs., 87 pkgs. Silk Piece Goods, 287 pkgs. Waste Silk, and 980 pkgs. Sundries.

Per S. S. *City of Baltimore*, from Hongkong to London, sailed on the 1st Sept., 1878—81,160 lbs. Congou, 112,748 lbs. So. Cape, and 88,064 lbs. So. Or. Pekoe—total 281,972 lbs.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For MANILA.—Per *Thales*, at 11.30 a.m. To-morrow, the 4th Inst.

For STRAITS SETTLEMENTS.—Per *Killarney*, at 1.30 p.m., on Wednesday, the 4th Inst., instead of as previously notified.

For YOKOHAMA AND HIOGO.—Per *Glenfinlas*, at 11.30 a.m., on Thursday, the 5th Inst.

For SWATOW, AMOY & FOCHOW.—Per *Kuangtung*, at 11.30 a.m., on Thursday, the 5th Inst.

For HOIHOW.—Per *Albyn*, at 1.30 p.m., on Thursday, the 5th Inst.

For SAIGON.—Per *Ferranibus*, at 3.30 p.m., on Thursday, the 5th Inst., instead of as previously notified.

MAILS BY THE BRITISH PACKET.—The British Contract Packet *Kashgar* will be despatched with Mails for the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malacca, Gibraltar, Europe, and countries served through London, on SATURDAY, the 7th September.

Hongkong, August 27, 1878. set

POST OFFICE NOTIFICATIONS.

MAILS BY THE TORRES STRAITS PACKET.

The Australian Contract Packet *Memuir*, will be despatched from Hongkong, on FRIDAY, the 6th September, with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be Registered after 11.15 a.m.

The Mails will be closed at 11.30 a.m. Supplementary mail received on board with late fee of 18 cents till time of departure.

Correspondence for Southern and Western Australia can be sent by this route if desired, but as a general rule it is better to send it via Gallio.

Hongkong, August 27, 1878. set

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Belgio* will be despatched from HONGKONG, on SATURDAY, the 14th Sept., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2.15 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, August 31, 1878. set1

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Travouddy* will be despatched from Hongkong on SATURDAY, the 14th Sept., with Mails to and through the United Kingdom and Europe, via Marselles, to Saigon, Singapore, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, 13th September.—6 P.M. Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 14th September.—7 A.M. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M. Registry of Letters ceases.

11 A.M. Post Office closes except for Late Letters.

11.10 A.M. Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 A.M., when the Post Office Closes entirely.

Hongkong, August 31, 1878. set4

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:—

VESSELS TO ARRIVE AT HONGKONG.

When left. Name. From.

Dec. 1, Glengaber, Flushing.

25, G. B. S., Liverpool.

Jan. 27, Earl of Devon, Antwerp.

Mar. 28, Oracle, Liverpool.

30, Bristolian (s.), Antwerp.

Apr. 11, Hamburg, Hamburg.

16, Invincible, Penarth.

22, India, Cardiff.

May 1, Ada Molmore, London.

2, Melrose, Liverpool.

5, Imperatrice Elisabeth, Liverpool.

6, Challenge, Cardiff.

9, Napier, Cardiff.

12, Don Quixote, Penarth.

14, Verona, New York.

17, Lord Macaulay, Hamburg.

18, Niagara, Cuxhaven.

26, Banian, London.

June 1, Marina, London.

14, Emily Chaplin, Cardiff.

22, Commissary, Penarth.

26, Underwriter, Fortress Monroe.

28, Melbrok, London.

July 16, Annie Bow, Newcastle (N.S.W.).

18, Lorimer, Newcastle (N.S.W.).

17, Leucadia, Newcastle (N.S.W.).

18, Sydenham, London.

18, Ulysses (s.), Liverpool.

21, Stant, Antwerp.

LOADING FOR CHINA AND JAPAN PORTS. At London.—Steamers via Suez Canal.

Ocean King, Glengaber.

Glenear, Braemar Castle.

(L. and C. Express, July 26th.)

The owners of the barque *Sea Belle*, of Inverkeithing, commanded by John Ross, have received a communication from the British Consul at Singapore, intimating that the British Consul at Fuzhou has received instructions from the Chinese Government to present Captain Ross with a sum of money, in recognition of his services for having picked up in the China Sea ten Chinese fishermen, while on a voyage from Hongkong to Melbourne, and landed them at Singapore in January last.

Among the scholars which have been awarded to students of the Middle Temple is a first-class scholarship of One Hundred Guineas to Nohabige Irye, of the Tokyo University.

M. Kameny, a leading Russian merchant dealing with China, in a letter to the *Journal Siberia*, complains of the trade in cotton by way of Turfan having become an impossibility to Russia, owing to the Chinese having taken complete possession of Turfan and Dittijar. M. Kameny considers the conquest of Khotan by the Chinese an event which threatens to cut off entirely Russian commerce with these regions. In Turfan, he says, the Chinese have committed such wanton depredations, laying waste fields and gardens, as to produce a dearth of everything. Goods are sold at famine prices, a pod of cotton fetching as much as ten roubles. The same writer states that the Chinese are so much elated by their recent successes that they openly talk of extending their empire still further, even beyond Samarcand.

The liabilities of Messrs George Middleton, Kell and Co. (whose suspension was reported in our last issue), are estimated at £200,000 to £250,000, of which about one-half, it is estimated, is unsecured. The assets are mainly at the Cape, where the firm have about a quarter of a million acres of land in the Transvaal district. The firm have also had extensive connections with India and China. Mr. C. F. Kemp has been appointed receiver and manager to the estate.

In the Divorce Division of the Supreme Court the case of "Ringer v. Ringer, Clerk and Freehold" has been heard before Sir James Hannen. The petitioner, Mr. John Melancthon Ringer, is in partnership with Mr. Drysdale at Shanghai. In 1874 he made the acquaintance of the respondent, who was then a widow, and after they had lived together for some time they were married at West Brompion in March, 1875. A few days after the petitioner sailed for China, and in the following November the respondent left England to join him at Shanghai. He met her at Singapore, and finding that her husband was already affected by the ultimate he immediately brought her home, and a fortnight after their arrival took a house for her at Shirley, near Southampton. He again returned to China in March, 1877, and it appeared that in the following July the respondent came to London and stayed at an hotel for some days with the first-named co-respondent, whose acquaintance she had made at Southampton, and that on her return to Shirley she was accompanied by the second co-respondent, who lived with her until September. When the petitioner received information as to the respondent's conduct he instituted the present suit. The Judge pronounced a decree nisi for a divorce, and refused to exercise the power which the Court possesses to order an allowance to be made by the petitioner to the respondent.

Police Intelligence.

(Before the Hon. C. May.)

September 3rd, 1878.

DRUNKENNESS.

John Garrick, seaman unemployed, John Beck, marine H. M. S. *Victor Emanuel*, and Charles Wade seaman U. S. S. *Ranger* were fined 50 cents each for the above offence.

ATTENDING COUNTERFEIT COIN.

Charles Voss, seaman unemployed, was charged by Mr. John Juster with attempting to pass a counterfeit dollar at the Germania Tavern. Defendant admitted tendering the dollar, but said that he got it from the master of the British ship *Bertie Blylow*. Captain Ferguson of the *Bertie Blylow* was called and acknowledged that he had paid the defendant \$2 yesterday and that he had had to borrow it from a passenger on board another vessel. Defendant had objected to one dollar which he said was bad, and the passenger from whom the dollars were borrowed said something about having received them from a Chinese pedlar.

Defendant was sent to one month's hard labour.

TO-DAY'S FINES.

Chun Asan, hawking ducks in the public streets. Fined 10 cents.
Ho Akam, a boatman, obstructing the landing at Peddar's Wharf. Fined 50 cents.
Li Aho, a prostitute, behaving in a disorderly manner in the public streets. Fined 50 cents.
Wong Anni and two others, allowing their dwellings to be in a filthy condition. Fined 50 cents each.
Young Alo, a coolie, breaking down young trees. Fined 50 cents.
Cheng Aohong, a coolie, gambling at fan-tan in the public streets. Fined \$1.
Kwan Atze, a shoe-maker, assaulting the police. Fined \$1.
Lung Aka, a widow, allowing her house to remain in a filthy state, after having been continually warned. Fined \$1.
Chan Aping, a shopman, obstructing the thoroughfare at Wing Lok Street by picking rice. Fined \$2.

Marine Court.

(Before J. P. McEuen, Esq., Acting Marine Magistrate.)
Sept. 3, 1878.

THE "BERTIE BLYLOW"—THE STEWARD.
August Letofere, steward British ship *Bertie Blylow*, was charged with being absent from his ship without leave. Defendant admitted having gone out of the ship without leave, but said that he was willing to return on board. Ordered to forfeit 12 days' pay.

THE COOK.

George John Scott, cook, British ship *Bertie Blylow*, was charged with refusing to join his ship.
It appears that the Shipping Master had refused to discharge the defendant unless with the Harbour Master's sanction. Defendant, therefore refused to re-join his ship, assigning as a reason, that he could not agree with the steward.

Defendant still persisting in his refusal, was sentenced to a week's imprisonment with hard labour.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honor James Russell, Esq., Acting Puisne Judge.)
3rd September, 1878.

I am Afong v. Mather, \$3.—This was a claim for wages as a cook from 1st to 16th August at \$6 per month. The defendant is a lightkeeper at Green Island and plaintiff was employed as cook and general servant. He refused to carry a basket containing a plant and some earth, saying that he was not a coolie. He became very abusive and the defendant thereupon discharged him. Defendant had paid \$2.80 for the plaintiff's board, and the balance had been detained on account of plaintiff's misconduct. Judgment for defendant. His Lordship remarks that he was satisfied that the plaintiff had been impudent, and he was determined to stamp out that "No belong my piggin" style which was so prevalent in the Colony.

Lee Akwal v. Rogers, \$52.50.—This was a claim for work and labour done and for food for the men employed. The plaintiff is a ship's scraper and painter, and he had contracted to paint and scrape the American ship *Josephus*, of which the defendant is master. The contract was written out by the defendant himself, and it was there agreed that plaintiff's men were to receive their food whilst employed on board. The work was to be done for \$50 besides the food. According to plaintiff's statement he was to be allowed a month to complete the work. The work was now completed. Plaintiff supplied the food for the men himself, and overcharged \$22.50. He had received \$6 on account, but had not given credit for this amount, as he feared that defendant would make further deductions. Plaintiff said the defendant had told him to provide the food for the men as the cook had no time, and when the work was completed he could charge for it in the account. There was a further agreement made, that plaintiff was to receive the sweepings of the hold, which was only coal dust, on condition that he swept the hold out. He got \$3 for the coal dust. The coal dust was not given him in consideration for the food.

William Albert Rogers, the defendant, was then sworn. He said: I am the master of the American ship *Josephus*. The plaintiff agreed to scrape and paint my ship and do other work for \$50, and I was to supply the food. I told the plaintiff he had better find the food himself, and I would let him have all the sweepings of the hold up to two tons, anything over two tons I should keep myself. If he did the work satisfactorily I had no objection to let him have the lot. I think he had six men employed. When the coal was put on deck I found a lot of large pieces as big as a man's head, and I suspected that he had taken that from my own coal in the between decks, and I told the 2nd officer to pick out the large pieces. I think there were three or four tons of coal altogether; I should judge he took away three and a half tons. I understand that the coal dust is used for forging in the blacksmith's shops and it is valuable. The P. & O. Company had received all their coal, and I got a receipt for it. The complainant presented a receipt bill to me for \$0, which I said I would pay if he deducted the \$3 I had already paid him. He said he had lost the book in which the contract was written. He never presented me with a bill for show-chow. I never saw it until now.

Judgment for plaintiff for \$24, without costs.

China.

AMOI.

(Gazette.)

The British steamer *Fernando*, Captain Mackie, left yesterday afternoon (August 28rd) for Saig n and Singapore via Swatow with 117 Chinese passengers.

We understand that Mr. F. E. Elwell has been appointed Vice Consul for Sweden and Norway at this Port in the place of Mr. Beebe.

We learn that H. M. S. *Grouler*, Commander Wilcox, will leave this port for Taiwanfoo on Wednesday the 28th instant, instead of Tuesday.

We are informed that an enquiry was held to-day (Aug. 26th) at the Imperial German Consulate here, regarding the suspension of G. H. Henslein, Harbor Pilot. He did that a couple to be presented at the forthcoming race for Veteran Jockeys, cat's weights over twelve stone. This will enable many of our old and fat residents to figure once more in the pigskin. Some of the old light weights now in Formosa, will we hope also come to the front.

We believe that in the case of Pilot Henslein it was stated that had his suspension been for even a longer period, the Representative of the German Empire here would have been prepared to support the decision of Harbour Authorities. We trust however that no future necessity for a similar withdrawal of licence will occur.

Last freight Settlements.—*Peter*, 334 tons register, Keelung to Shanghai, 20 days, \$1.60 per ton. *Adeline & Marianne*, 6,400 piculs, from Taiwanfoo, via Chefoo to Newchong and back to Amoy, 35 days, \$1.70. *Gyding*, 6,800 piculs, hence via Hongkong to Macassar, and back to Amoy, via Hongkong, 50 days, \$3.90. *Alke*, 7,500 piculs, from Kobe to Foochow Amoy 15 days, at 20 cents or 15 cents respectively.

SHANGHAI.

(News.)

For some time past the tug-boat *Fokelin* has been in the hands of Messrs. E. C. Farnham and Co., of the Old Dock, who have refitted her with new engines and boilers, and given her a thorough overhaul. Formerly she had high pressure engines, which have been replaced by compound engines with a high pressure cylinder 18 inches in diameter, and a low pressure cylinder 32 inches in diameter, the strokes being 16 inches, with an average of 93 revolutions per minute. She has been fitted with a new boiler, and all her internal arrangements overhauled. The alterations effected increase her power and speed at a reduction of about one-half the quantity of coal she formerly consumed. Yesterday she made a trial trip to Woosung, and everything was found to work most satisfactorily, and the *Fokelin* may now be considered to be one of the most powerful, handy, and economical tugboats in the port.

NEWCHONG.

(News.)

We are having much warmer weather than at the same period last year, yet the nights are comparatively cool (75 to 75° Fahrenheit), and mosquitoes are so rare that it

is almost a treat to be reminded by the sweet music of one of them how few there are. All the houses are protected by screens at the windows and doors, so that one has not the slightest annoyance from flies. No doubt, this is the coolest place in the East just now, and one can take exercise without the dread of heat apoplexy. At the U. S. Court, on the 14th June, Bush Brothers obtained a verdict against Wm. Blanchard, Master of the American brigantine *Almatia*. The liability was admitted, and the defence was, not that the amount had been paid, but that it had been offered and refused. The issue was decided in favour of plaintiffs for \$50 and costs.

Steamers have been bringing up pistols and gunpowder in large lots—supplied of course—and confessions are continually taking place. Fines are to be enforced (steamer *Hae Shin* had to pay \$15,000), which is rather hard on the owners, as natives are such adepts at hiding contraband articles that, for aught one knows, the most private apartment in the ship is not safe, and one is in imminent danger of being blown up, without the knowledge of the Captain or officers.—*Shanghai Courier*.

COREA.

The following extracts from a private letter, dated Pusan, Corea, 27th July, sent by a resident at that place, are published in the *Hochi Shinbun*—

The Okura and other trading companies here have imported, up to the 10th instant, some 30,000 pieces of *Kanri-sha* (linen gauze) which are in demand, for the mourning which the Coreans are wearing in token of their bereavement in the death of the late Queen. These companies expected to sell their goods at prices ranging from 2.25 to 1.50 a piece, but they are quite disappointed. The price they can realise now is only 94 sen per piece. Owing to the famine of last year the Coreans slaughtered an unusual number of oxen, which this year caused beef to rise to an extraordinarily high price, although the prices of other articles and necessities remain nearly unchanged. Rain fell continuously from the 1st to the 25th July. A strong Southerly wind is blowing every day, and Japanese junk, being compelled by this adverse wind to stay in the harbour, have accumulated to the number of forty. It would be convenient for our trade if we could have steamers from Osaka. Our settlement has been greatly improved both by new structures and repairs. The building of the First National Bank has been completed, but no profitable business is being done.

LOCUSTS ON THE LOWER YANGTZE.

Major Yao has received from Brigadier Fan a proclamation issued by the Viceroy Shên to the effect that last year flying locusts covered the countryside, leaving behind innumerable graves which soldiery and local officials were then instructed to search for and dig up. From that time up to the present over two million cattle have been brought in, thus proving there has been no lack of energy in obeying the orders given, nor any deficiency in the numbers given up. Reports are now coming in that locusts are springing up like ants and flies all over the country, and that they are big enough to hop about and will in the twinkling of an eye have wings and commit unutterable harm. Mr. Brigadier Woo has now discovered in course of his literary researches that locusts have an instinctive dread of oil. He has therefore instructed his braves to mix a pail of oil with water and scatter it over locust-infested fields, whereby the insects would be killed. In fields where the rice is just sprouting, the oil floating on the water will prevent the descent of the locusts. Oil from the *Elaeagnus* tree however, is injurious to the crops, and should not be used, but every other kind of oil is equally destructive to locusts, hemp oil being the best. The Viceroy has decreed, too, in a certain work, that locusts dread oil, and that it is the best preservative for the crops. Facts like these about oil cannot be too widely known, in order that men by their personal efforts may second the desire of Heaven for harmony (alde toi).—*N. C. D. News*.

ON THE BOSPHORUS.

Moving about as I have been doing for the last six weeks, in Turkish and Russian waters, I have seen a good deal of the rival forces, and my conviction is that the hottest period of the war between the Turks and Russians was hardly more disastrous to the men on both sides than has been disease and accident since it was agreed to cease fighting. Every second or third day brings ship-loads of invalids to Odessa, nearly all suffering from fever. One vessel arrived the other week with seven hundred men laid down with the fever, and in the few days' passage, seventy-four deaths had occurred—a heavy rate of mortality even for fever patients. The English steamer *Sumatra*, which, by the way, took out a cargo of torpedoes from England to Malta, was on her way from Constantinople to Odessa with nearly two thousand Russian invalids, when in turning a sharp corner of the Bosphorus she collided with another English steamer, and was out down eleven plates. The other vessel was only slightly damaged. There was no immediate loss of life from the accident, but the *Sumatra* had to return to Constantinople, and as the poor sick Russians had to be transhipped, the delay to many of them was certain death. You don't see or hear so much about the Turkish invalids, for the Turks are deplorably callous regarding the sufferings of their soldiers, but I am informed that they have also suffered terribly from the fever. One of the Turkish ships carrying troops in coming to an anchor the other morning off Constantinople heeled over, and in a moment precipitated several hundred men who were on the upper deck into the water. Boats from all the ships around were sent to their aid, but a large number foundered in the beautiful waters of the Bosphorus. The Russian officers say that the peace is unbearable. "Either let us be fighting again or let us go home," is the general remark. The heat of summer and camp life is carrying them off by sickness and death as surely as ever did powder and ball.

Both sides occupy almost the same positions as they did a week ago, but the camps appear very dull and inactive. In passing down the other day, we did not hear a sound or observe a movement of any kind from any of the camps, excepting about a dozen Russian officers enjoying the cool of the evening under some trees in front of a neat little cottage in the town of

San Stefano. The bugle, so suggestive of military life, was being sounded in one of the forts which guard the Dardanelles as we passed, but in such a melancholy tone that one would fancy that the instrument had the fever, and that the man who was trying to blow it hadn't had his breakfast nor any pay for a month.

CONSTANTINOPLE.

The only English Government vessel at Constantinople is the Ambassador's yacht, *Stia* lies near our representative's beautiful mansion, which stands close to the water-side about five miles east of the city. If surroundings of natural beauty can make one happy, Mr. Layard ought to be the happiest of men. The clear blue waters, the greenest of trees, the hills, the camps, the palaces, the flowers, the fields, and the finest of weather, with such comforts as a little rest, a cigar, good company, a tea, a consignment, and a cigarette—with these things, a man can bear to be shown up by Mr. Gladstone, taken to task by the *Daily News*, and caricatured by *Punch*. The *signoret* and three smaller vessels keep watch still at Gallipoli, and the *Research* and *Flying Fish* at Besika Bay, while the rest of the Fleet are held ready for action in the Gulf of Lemid, a few hours' sail from Constantinople.

We spent last Sunday in Constantinople. It was remarkably quiet, scarcely a dog stirred in the streets. The dirty, narrow, ill-paved streets were as rough and filthy as ever. The vilest-looking hang-dog scoundrels were stretching themselves out in the shade of social parasites, outcasts, and of all nations of the world are to be seen in these Constantinople bazaars! But this city, of course, not made up entirely of this class. The English residents and the wealthy Europeans generally live at Pera. In crossing over to Pera, we are conveyed in a small carriage up a hill and through a tunnel half a mile long by means of a fixed engine and pulley—or rather with the aid of a little steam, the carriage descending the incline pulls the other up the ascent. It has been found to work well, and is a great boon to those who live on the water-side. Here then are the principal palaces, the hotels and fine shops, churches, the British, French, Norwegian, and other offices, where the business part of their several missions are conducted, and the mansions of those who are not able, or not inclined, to have their dwellings out among the banks of the Bosphorus. The view of the sweet waters and the bridges across to the mainland, where the Turks live, is wildly grand, and a well worth a visit even if one had to walk up. Our friend who accompanied us pointed out that the authorities were endeavouring to widen the streets, but for want of funds could only do so as the old buildings fell, or as happened a few years ago, when some 5,000 old houses were burned down in a night, a glorious opportunity which they embraced, and had their foundations placed further back at a uniform breadth. As it is just now, it is nothing to find a corner shop right in the middle of the highway. How would your Borough Police Commissioners like such obstructions? I fancy they would insist upon the Dean of Guild, pronouncing them unsafe, either at the foundation or the chimney tops, or in some way or other off the "plumb!"

THE ISLES OF GREECE.

From the tiny Turkish capital to a solitary Greek island is a jump, but at the time of writing this we are passing the northern extremity of Greece. The day is lovely, and the "Isles" are like many gems of the ocean. The charm of sailing here is that one comes so close to the shore that you feel as if you had made the acquaintance of the inhabitants, and had acquired an interest in their affairs. I used to think the only hermitage in the world was the Cawdor hermitage, but on a lonely, bare, rocky promontory facing the south on one of these isles is a real hermitage and a real hermit. His house is not unlike the pigeon house at Bosph, and stands on a rock, which the hermit in his ample leisure has terraced and cut into steps. The house has a door and a little square window facing the sea, over which he has placed a flag-staff and on which he is now hanging a blue flag. This afternoon he is dressed in blue, and a white hat, and as we passed a fortnight ago has white washed his little castle and reclaimed a portion of the cliff behind for garden produce. Having seen this solitary hermit four times, I have felt some interest in him, and from inquiries have got the most diverse information regarding him. Some say he is an old Greek pirate who committed such cruel deeds of robbery and murder on the high seas that remorse of conscience seized him, and that he vowed to expiate his crimes by a life of solitariness, with only the seagulls for his companions. Another has it that he is a native of the north of England—a captain who was wrecked three successive times on the face of the same rock on which he had built his house, and would not be persuaded by friends or family ever to leave the spot upon which the fates had cast him as often. A third story is that he was a Greek shepherd, and was about to be married to a beautiful peasant girl, but she was stolen and carried away while he tended his flocks on the mountains. On his return he was informed of what had happened, but where she had been carried he could not find out. He took with him the bridal dress, and travelled to the utmost corner of Greece in search of his loved one, but failing to find her he vowed never to return, built his rocky abode, and is waiting and watching with his white flag flying, for the return of his fair one. I cannot vouch for the truth of any of these stories, but here the hermit is, and the old fellow seems well and lively, notwithstanding his little love disappointment. There is still, you see, a little romance in the isles of Greece.

MALTA.

Malta, always an interesting place, is ever so much more just now on account of the presence of the coloured troops. Owing to the limited barracks accommodation, a large number are encamped outside the town, but in our short ramble through the streets we met them in little groups in every quarter, walking as erect as any British soldier, dressed in proper nether garments, and with a swagger of great importance. From their thoroughly happy state of mind, and their availing from the pleasant change of scene, or conscious of the honour done them in being sent for to maintain the honour and glory of England, I will not say. We were close beside a few of the Ghoukas in a tobaccoist's shop. The tobaccoist was a Maltese, and in broken English asked his queer customer what kind of weed he would like. "Native, of course," says the swarthy son of India, in the most perfect English. So far as their behaviour is concerned, the seven thousand of them

don't make so much noise as two privates, a bugler, and a drummer of an Irish regiment have been doing. They don't drink anything stronger than water, and consequently never quarrel either amongst themselves or with strangers. The troops are all in the harbour waiting for the next turn of the political wheel.

We paid a visit to the Governor's Palace, and, as luck would have it, met the Duke of Cambridge and his suite at the top of the staircase, going out to luncheon. His Royal Highness looked well, and seemed as pleased with everything as the newly imported soldiers. He is a stately soldier-looking venerable old gentleman, upon whose head the snows of many winters have left their reflection. The armoury in the Palace is about 267 feet in length and permanent, and is full of all kinds of ancient weapons of war and pictures of old masters. Our guide pointed out a breach-loader more than three hundred years old, and a sword the side of which had a barrel for shot. There are also two curious brass swivel guns placed on wheels, which our informant said would kill at ten miles. The old stone-shot and collection of relics of ancient days is exceedingly interesting. In the Council Chamber there is a splendid array of tapestry adorning the walls from floor to ceiling, representing the four quarters of the globe. But what brought us back to the days of the Knight Templars of Malta most thoroughly was the old stage coach in which the Grand Masters used to drive out upon great occasions. Its old lumbering shape and leather springs spoke of days gone by. The day being observed as a holiday—a close holiday, as one remarked—few people were moving about, indeed we may say with a certain amount of regret that we did not see one of the black-eyed beauties, for which Valletta is so justly celebrated, and for once in our lives went up the long steps without being escorted by a single beggar! Usually they meet you by the dozen, and are so earnest in their entreaties and prayers that God may bless and prosper you that in fear of their revering the impression you are absolutely compelled to give them something. The absence of the beggars was an improvement. Cherries, strawberries, and plums seemed to be the fruit in season. Potatoes were not ripe. The weather was extremely hot and the sun shining in full noon-day blaze, which may possibly account for the absence of the fair ones, the sight of whom in all their grace the hoteliers, always recompenses one for the hours or two of clambering up the steep story streets of Malta.—*Correspondent of Nainshire Telegraph*.

PORT SAID ENGLISH.

The following is a verbatim copy of a form of Bill of Health in use at Port Said. This strange document was furnished to the captain of a vessel lately passed the Canal, and forwarded to us (*Pochoo Herald*) a few days ago:—

"In the secret parlour of this Health Office appear the called.....
"arrived today in this Port.....
"and inviting him to sit with oath the
"truth in all the following interrogation,
"and he answer to be ready to said and
"confirm all that will be him asked,
"And afterwards by interrogatory.
"Of his Name, Surname, and Quality,
"Quality Ship and Banner and Ship Name
"From where and in how many days he
"is direct coming
"How have being the public health
"before and in the moment of his departure
"from
"Which is the Number of Crew including
"himself, and what the Number of Passengers in his Board
"If all during the voyage have enjoyed
"good health, and if have exciting Deaths
"of what nature, and if the personal of
"Board is conforming the Number that he
"have taken in the last place of his departure
"ture
"If in his present Voyage have meeting
"or communicated with Ship proceeding
"from places under Quarantine with infected Ship With War Ship or having
"recovery from the Sea Objects of suspicion
"or Susceptible and if he touched in other
"Ports
"In what consisting his Cargo, where
"take it, and which is the Register Tonnage
"of his Ship
"The Captain THE DEPUTY

UNWILLING HONGKONGERS.

Rather more than half a century ago there was in Paisley an eccentric man named Anderson, who was precursor in one of the parish churches. A brother precursor of a church, which was attended by a large proportion of the more wealthy of the townpeople, complained to him one day that his congregation did not join in the singing, apparently thinking it more genteel to leave that to the precursor himself and to the hired band. "I'll sure mak' them sing," said Mr. Anderson; "just you exchange wi' me for a Sabbath, an' see I dinna." The exchange took place, Mr. Anderson appeared in the precursor's desk, the psalm was given out, and the singing, as usual, did not join in the singing. The precursor stood in the middle of the first verse, and said, as if only thinking aloud, but in a voice distinctly audible through the whole church, "Don't know that tune, I see; try another." And he began again, the second being like the first, a very common one. The change of the time had no effect, the congregation did not sing, and again the precursor stopped saying, "Don't know that tune either; very strange; try another." A third time the singing of the psalm was begun, a third time being raised, but this time Mr. Anderson was successful—the congregation sang.

ADVANCE IN AMERICAN RATES OF FREIGHT.

New York, July 31.—The advance in California freights on first-class merchandise over the Union and Central Pacific Railroads was the subject of general comment in business circles to-day. Merchants who called at the Union Pacific Freight Office were informed that lower rates would be made upon written contracts by them to ship all their California freight by the rail route, and that otherwise from \$9 to \$12 a hundred pounds would be charged. Some of the heaviest shippers were loud in their denunciation of the policy pursued by the Union Pacific and Central Pacific roads. Local representatives of California houses sent despatches, yesterday, to their principals, that they were holding back shipments, and advised that Stubbs, General Freight Agent of the Central Pacific, be seen, and arrangements for freight be made upon the best possible terms. A leading dry-goods merchant in a bad position placed our merchants in a bad position. There can be no profit on goods purchased in this city for the California market, at the extravagant freight rates now charged by all the rail routes. Heavy goods can be sent by clipper ships around Cape Horn, or by Pacific Mail steamers, if their rates are not advanced. We shall lay our grievances before Congress in December, and see what relief there is in that direction. At present, unless the railroads restore the old rates, New York merchants will send all light goods to California by express and heavy goods by sea. A prominent Director of the Pacific Mail Steamship Company said: "Our Company will not increase its rates on first-class freight from five dollars a hundred pounds. It is not quite clear if we can avoid advancing the rate to ten dollars during the month of August, under our contract with the Union Pacific Road. The 60 days' notice of the cancellation of this contract, which we have given, does not expire until September 1st. I am inclined to regard the recent advance by the Pacific Railroad Companies as a defiance to the Pacific Mail Company, and I am satisfied the majority of the Directors agree with me that the true policy of the Steamship Company is to send one or two vessels out every week, full of freight, at moderate rates, rather than send them out partly loaded with heavy freight, and then depend upon the charity of the Union Pacific Road for such payments for the difference as its officers may see fit to bestow. A meeting of the Directors has been called for to-morrow, when this matter will be discussed. President Babcock is opposed to any new contract with the Union Pacific road looking to the pooling of business, his opinion being that the Pacific Mail Company should be run independently of all entangling alliances."

The Brooklyn Union has discovered the difference between the weather and the baby: "One never rains but it pours; the other never rains but it roars."

A HORRIBLE death from hydrophobia has greatly shocked the theatrical and artistic world in Paris. About a fortnight ago M. Oberi M. Mitry, a young man of two-and-twenty—the only son of the manager of the Gymnase and Madame Rose Chouart—was slightly bitten by a favourite bull-terrier, and, not suspecting any harm, did not take the precaution of having the wound cauterised. The dog was sent to a veterinary surgeon, and died from some internal complaint, not hydrophobia, and the unfortunate youth, dining with some friends on the day of the review, actually congratulated himself on not having alarmed his father. Two days ago the symptoms of hydrophobia set in, and the patient had the strength of mind to request a strait waistcoat to be put upon him, and he died in fearful agony. His mother died some twenty years ago while nursing him in an attack of croup.

Quotations.

HONGKONG, September 3, 1878.

OPUM.—New Patna, cash, \$612½ a 615 credit,
" Old Patna, cash, 580 a 582½ credit,
" New Benares, cash, — credit, None
" Old Benares, cash, 577½ a 580 credit,
" New Malwa, cash, 755 a 755 credit, 750 a 750
" Allowance Tael, 12 a 24
" Old Malwa, cash, — credit,
" Allowance Tael, —

Exchange.

Bank, on demand, ... 3/8
" 80 days' sight, ... 3/8
" 6 months' sight, ... 3/8
Credits, ... 3/8
Documentary, 6 months' sight, ... 3/8
Bombay, demand Rupee, ... 22½
Calcutta, ... 22½
Shanghai, demand, ... 72½
" 80 days, ... 72½
English Sovereigns, ... 6.86
Discount, ... 8 to 9 %
Bar Silver, 17, dwt. 5, ... 107½
Sycee, ... 8
Mexican, ... 16.25
Gold Leaf, ... 35.50

Shares.

Hongkong Bank, 80 % prem.
Union Ins. Society of Canton, \$1,800
China Traders' Ins. Co., \$1,550
Yangtze Ins. Assn. Co., \$1,710
Chinese Insurance Co., \$580
North China Ins. Co., \$1,228
A.K. Fire Ins. Co., \$950
China Fire Ins. Co., \$245
H.K. & W. Dock Co., \$34 % prem.
H.K. & W. S. Boat Co., \$15 % prem.
Shanghai Steam Navigation, \$10
China Coast St. Nav. Co., \$103
Hongkong Gas Co., \$97½
Hongkong Hotel Co., \$15
China Sugar Refining Co., \$165
Chinese Imperial Bank, \$104
Do. of 1877, \$103.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises Queen's Road.)

HONGKONG, September 3, 1878.
BAROMETR.—0 A.M., ... 29.958
Do. 1 P.M., ... 29.940
Do. 2 P.M., ... 29.918
THERMOMETER.—0 A.M., ... 88
Do. 1 P.M., ... 90
Do. 2 P.M., ... 92
Do. (Wat bulb) 9 A.M., ... 80
Do. Do. 1 P.M., ... 81
Do. Do. 4 P.M., ... 82
Do. Maximum, ... 92
Do. Minimum over night, ... 84

Notices of Firms.

NOTICE.

THE Undersigned having this Day PURCHASED the STOCK-IN-TRADE, BOOK DEBTS, and Goodwill of the CHINA DISPENSARY, situate at the Victoria Dispensary, will conduct and carry on the said Business (in connection with the VICTORIA DISPENSARY) on his own Account from this Date.

WM. CRUICKSHANK.

Hongkong, August 31, 1878.

NOTICE.

THE Interest and Responsibility of Mr. EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

RUSSELL & Co.

China, March 8, 1878.

NOTICE.

THE Undersigned begs to notify that the MITSUBI BUSSAN KAISHA of Tokyo, Japan, has opened a Branch in this Port, and the Undersigned has been appointed their Agent in Hongkong.

HERMIONE SHUGO.

Office No. 4, Club Chambers, Hongkong, August 10, 1878.

NOTICE.

THE Interest and Responsibility of the late Mr. J. J. DOS REMEDIOS in our Firm CEASED on the 31st July, 1878. Mr. AGOSTINHO GUILHERME ROMANO and Mr. ALEXANDRE ANTONIO DOS REMEDIOS have this Day been admitted Partners therein.

Our Firm now consists of Mr. J. H. DOS REMEDIOS, Mr. A. G. ROMANO, and Mr. A. DOS REMEDIOS.

J. J. DOS REMEDIOS & Co.

Hongkong, August 1, 1878.

NOTICE.

THE Interest and Responsibility of Mr. ARTHUR CHART in our Firm CEASED on the 31st December last.

J. INGLIS & Co.

Hongkong, June 19, 1878.

NOTICE.

THE Interest and Responsibility of the Undersigned in the Chinese Mail, (Wharfe-Tee-Yat-Po), CEASED from the 1st August, 1877, but Debts prior to that Date will be received and paid by him.

CHUN AYIN.

Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Undersigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr. Leong Yoon On, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as heretofore, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG OHIM.

Lessee of the Hongkong Chinese Mail.

Hongkong, April 6, 1878.

Mails.



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London direct.

ALSO,

Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship KASHGAR, Captain E. J. BAKER, will leave this on SATURDAY, the 7th September, at Noon.

For further Particulars, apply to A. LIND, Superintendant.

Hongkong, August 29, 1878.

Occidental & Oriental Steam Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL

AND

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND

ATLANTIC STEAMERS.

THE S.S. "BELGIC" will be despatched for San Francisco via Yokohama, on WEDNESDAY, the 11th September, at 3 p.m., taking Cargo and Passengers to Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 10th September. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A Reduction is made on RETURN PASSENGER TICKETS.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, August 14, 1878.

Intimations.

AFONG, PHOTOGRAPHER.

by appointment, to H. E. SIR ARTHUR KENNEDY, H. E. ADMIRAL ALFRED P. RYDER, and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

THE above has pleasure to inform the public of Hongkong that he has obtained the assistance of Mr. Griffith (for many years manager and principal operator to Mr. Saunders of Shanghai), and having carefully arranged the light of his New Studio and secured the newest and best appliances for obtaining the highest excellence in his work, he is now ready to produce all the Latest Novelties in Photographic Portraiture. A large and varied Assortment of Views always ready. Superior Enlargements made at shortest notice.

STUDIO, QUEEN'S ROAD, Nearly opposite The Hongkong Hotel, Hongkong, July 9, 1878.

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point, Hongkong, July 25, 1878.

To Let.

HOUSE No. 8, Queen's Road Central, with Godowns attached. House No. 7, Caine Road, at present occupied by The Hon. CHOW SAT-KE. DAVID SASSOON, SONS & Co. Hongkong, September 2, 1878.

TO LET.

IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East—FIRST FLOOR and BASEMENT of No. 2, Praya East, either separately, or together, as required, with immediate possession.

HOUSE No. 8, Praya East. The whole House or in Flats, with immediate possession.

As also,

SIX SPACIOUS ROOMS, with Corridors and Out-houses in the DWELLING HOUSE, to the Eastward of the Pier at Wanchai. These may be had in Apartments of Two or Three Rooms to suit convenience. Fine spacious Verandah looking on the Harbour. Immediate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

For further particulars, apply to MEYER & Co.

Hongkong, August 15, 1878.

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to TURNER & Co.

Hongkong, August 1, 1878.

TO LET.

A THREE-STORY DWELLING HOUSE, No. 113, Queen's Road East (Spring Gardens). Water laid on. Apply to D. NOWROJEE, HONGKONG HOTEL, Hongkong, July 25, 1878.

TO LET.

THREE OFFICES, in Club Chambers. The BUNGALOW, No. 2, Shelley St. Apply to DOUGLAS LAPRAIK & Co. Hongkong, Aug. 19, 1878.

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, on Buildings, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1878.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of £50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

MEYER & Co.

Hongkong, August 15, 1878.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co., Agents.

Hongkong, October 27, 1878.

INSURANCES.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1877.

THE LONDON ASSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRY, Secretary.

Hongkong, November 1, 1871.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up—Tls. 420,000

PERMANENT RESERVE—Tls. 220,000

SPECIAL RESERVE FUND—Tls. 104,000

Total Capital and accumulations to date—Tls. 754,000

Directors: F. B. FORBES, Esq., Chairman. M. P. EVANS, Esq. C. LUCAS, Esq. O. KREBS, Esq. Wm. MEYER, Esq.

Secretaries: Messrs. RUSSELL & Co., Shanghai.

London Bankers: Messrs. BARRING BROTHERS & Co.

Agencies in: Hongkong, London, San Francisco, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12% for interest on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, May 10, 1878.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World.

In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYMPHANT & Co., General Agents.

Hongkong, April 17, 1878.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of £45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1878.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the Shipping or midway between each shore are marked C, in conjunction with the figures denoting the section.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Bty.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albay	5 b	F. Ashton	Brit.	str.	366	Sept. 1	Douglas Lapraik & Co.	Hollow
Belgo	5 c	Meyer	Brit.	str.	2652	Aug. 17	O. & S. S. Co.	Yokohama & S. F. deco
Bombay	5 b	Juchussagari	Span.	str.	749	Feb. 12	Kwok Acheong	Sand's Slip
Cebu	5 b	Alderton	Brit.	str.	250	Aug. 26	Russell & Co.	Shanghai
China	5 c	Ackermann	Ger.	str.	1036	Aug. 27	P. & O. S. N. Co.	Yokohama & Higo
Commonwealth	5 b	Stopani	Brit.	str.	648	Sept. 1	Siemens & Co.	Yokohama & Higo
Fame	5 b	Smith	Brit.	str.	1401	Aug. 30	Meyer & Co.	Tug Flying
Glenfinlas	5 c	Wilcox	Brit.	str.	117	Sept. 2	Jardine, Matheson & Co.	Yokohama & Higo
Japan	5 c	Smidt	Brit.	str.	1366	Sept. 2	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.
Java	5 c	Weber	Dut.	str.	1886	Sept. 2	K'wong Wing Shun	S'pore and Penang
Kienchow	2 b		Brit.	str.	886	Aug. 15	Kwok Acheong	To-day
Killarney	5 c	O'Neill	Brit.	str.	1060	Aug. 6	Hop Kee	S'pore and Penang
Kwangtung	5 b	Punchard	Brit.	str.	875	Sept. 1	Douglas Lapraik & Co.	Coast Ports
Lorne	4 c	McQuilloch	Brit.	str.	1035	Sept. 2	Butterfield & Swire	5th inst.
Mayenne		Yun Chun Yen	Anna	str.		June 20		Coast Ports
Mecca	5 b	Morney	Brit.	str.	678	Aug. 26	Geo. R. Stevens & Co.	Australian Ports
Menmuir	4 c	Darke	Brit.	str.	1247	Aug. 22	Gibb, Livingston & Co.	Australian Ports
Norma	3 k		Brit.	str.	606	June 28	Kwok Acheong	5th inst.
Paladin	5 c	Parker	Brit.	str.	896	Sept. 2	Moody & Co.	5th inst.
Penedo	5 c	Cain	Brit.	str.	625	Aug. 29	Melechers & Co.	5th inst.
Pernambuco	5 c	Hyde	Brit.	str.	643	Aug. 28	Melechers & Co.	5th inst.
Quarta	5 c	Haye	Brit.	str.	791	Aug. 19	Sooy Shing	5th inst.
Sea Gull	3 k	Roberts	Amer.	str.	48	July 18	W. H. Ray	5th inst.
Sunda	3 k	Reeves	Brit.	str.	1029	Aug. 23	P. & O. S. N. Co.	Yokohama
Tales	5 b	Pocock	Brit.	str.	809	Aug. 27	Douglas Lapraik & Co.	Manila
Sailing Vessels								
Albert Russell	3 c	Carver	Amer.	bge.	762	July 15	Vogel, Hagedorn & Co.	New York
Albion's Isle	2 k	Burgess	Brit.	bge.	360	Aug. 18	Rozario & Co.	Manila
Aldobaran	5 c	Cole	Brit.	bge.	398	Aug. 30	Chinese	Callao
Alva	5 c	Boza	Port.	sh.	631	July 16	Brandao & Co.	New York
Angostura	4 k	Boza	Ger.	bge.	418	Aug. 31	Carlowitz & Co.	Wanchai Pier
Arabia	4 c	Kleinboth	Brit.	sh.	1188	Aug. 2	Vogel, Hagedorn & Co.	Wanchai Pier
Athene	4 c	Finlay	Brit.	bge.	605	July 15	Olyphant & Co.	Wanchai Pier
Balaary	3 k	Kimmond	Brit.	bge.	476	Aug. 22	Siemens & Co.	Wanchai Pier
Benefactor	4 k	Hayden	Amer.	bge.	598	Aug. 29	Russell & Co.	Wanchai Pier
Bertie Biglow	4 k	Ferguson	Brit.	sh.	1142	July 29	Meyer & Co.	Wanchai Pier
Carl	2 k	Thomson	Ger.	bge.	215	Aug. 30	Arnold, Karberg & Co.	Wanchai Pier
Carl Ritter	5 c	Jäger	Ger.	bge.	598	Aug. 19	Siemens & Co.	Wanchai Pier
Oatharina	4 k	Schultz	Ger.	bge.	344	Aug. 18	Klaus Schallhaus & Co.	Wanchai Pier
Centennial	5 k	Barre	Amer.	sh.	1281	Aug. 21	Russell & Co.	Wanchai Pier
Ceylon	1 k	Kelly	Amer.	bge.	859	Aug. 19	Olyphant & Co.	Wanchai Pier
Charlotte Andrews	3 c	Place	Brit.	bge.	139	July 18	W. H. Ray	Wanchai Pier
Coeran	8 k		Amer.	sh.	459	Aug. 19	Remedios & Co.	Wanchai Pier
Corduan	3 k	Bertaud	Foh.	bge.	598	Aug. 19	Olyphant & Co.	Wanchai Pier
Corrientes	4 k	James	Brit.	bge.	1220	Sept. 1	P. & O. S. N. Co.	Wanchai Pier
Doemo	7 c	Laverlock	Brit.	sh.	918	Aug. 17	Vogel, Hagedorn & Co.	Wanchai Pier
Darmouth	7 b	Robertson	Brit.	bge.	1800	Aug. 17	Gibb, Livingston & Co.	Wanchai Pier
Dharwar	3 c	Freobdy	Brit.	sh.	380	July 14	Vogel, Hagedorn & Co.	Wanchai Pier
Dirigo	3 c	Staples	Amer.	bge.	684	July 14	Vogel, Hagedorn & Co.	Wanchai Pier
Elveto	5 k	Fondini	Ital.	bge.	446	Aug. 2	D. Munoz & Co.	Wanchai Pier
Florence Nightingale	8 c	Molintyre	Brit.	bge.	484	Sept. 3	Arnold, Karberg & Co.	Wanchai Pier
Fornosa	8 k	Wanderford	Ger. Sm. ac.	bge.	282	Sept. 1	Melechers & Co.	Wanchai Pier
Forward	7 c	Wanderford	Brit.	bge.	744	Aug. 11	Rozario & Co.	Wanchai Pier
Franklin	7 c	Brunsat	Foh.	bge.	553	Aug. 2	Meyer & Co.	Wanchai Pier
Giangongashiro	7 c	McEachern	Brit.	bge.	456	Aug. 2	Beneo Co., Limited	Wanchai Pier
Giangongashiro	7 c	Riches	Brit.	sh.	771	Aug. 7	Vogel, Hagedorn & Co.	Wanchai Pier
Glory	2 b	Buckott	Siam.	bge.	427	Aug. 19	Chinese	Wanchai Pier
Golia	4 k	Dontzau	Siam.	bge.	542	July 11	Chinese	Wanchai Pier
Hanna	4 k	Daneken	Ger.	bge.	490	Aug. 28	Wieler & Co.	Wanchai Pier
Highlander	1 k	Hutchinson	Amer.	sh.	1353	June 18	Captain	Wanchai Pier
L'oyton Castle	2 k	Scott	Brit.	bge.	548	Aug. 20	Kin-tye-loong	Wanchai Pier
Josephus	8 c	Rogers	Amer.	sh.	1470	July 13	Russell & Co.	Wanchai Pier
Lauder	8 k	Knowles	Amer.	sh.	1418	July 28	Douglas Lapraik & Co.	Wanchai Pier
Lizzie Perry	3 c	Pittman	Brit.	bge.	1.24	Aug. 2	Meyer & Co.	Wanchai Pier
Mattie Moore	4 c	udson	Amer.	bge.	880	July 22	V. & L. T. gedors & Co.	Wanchai Pier
Madeleine	4 k	Pateau	Foh.	bge.	416	July 22	Vogel, Hagedorn & Co.	Wanchai Pier
Manila II.	1 k	Günner	Ger.	bge.	515	Aug. 5	Vogel, Hagedorn & Co.	Wanchai Pier
Maritime Union	7 c	Elliot	Brit.	sh.	1500	Aug. 23	Managers Maritimes	Wanchai Pier
Martha Brockelmann	3 k	Kluth	Ger.	bge.	488	Aug. 24	Meyer & Co.	Wanchai Pier
May Fraser	1 c	Dexter	Brit.	sh.	1174	Aug. 11	Meyer & Co.	Wanchai Pier
Mary	4 k	Plumley	Brit. Sm. ac.	bge.	237	Aug. 4	Olyphant & Co.	Wanchai Pier
McNera	7 c	Baylor	Amer.	sh.	1308	July 22	Rozario & Co.	Wanchai Pier
Monet	3 k	Nichols	Brit.	bge.	621	Aug. 1	Gibb, Livingston & Co.	Wanchai Pier
Mose Glen	7 c	Nichols	Brit.	bge.	649	May 28	Vogel, Hagedorn & Co.	Wanchai Pier
Penarth	2 k	Worington	Brit.	bge.	549	July 29	Melechers & Co.	Wanchai Pier
Pi De Ma De	2 c	Jarek	Siam.	bge.	455	Aug. 11	Kin-tye-loong	Wanchai Pier
Rapid	2 h	Rinsbrink	Siam.	bge.	462	Aug. 5	Chinese	Wanchai Pier
Regent	2 k	Bowdoin	Amer.	sh.	930	Aug. 31	Lee Hee Lee	Wanchai Pier
Rosie Walk	3 k	Welt	Amer.	sh.	1378	Aug. 21	Captain	Wanchai Pier
Saga	8 k	Silversparre	Swed.	bge.	455	Aug. 29	Captain	Wanchai Pier
Sarah Bell	4 k	Ditcheburn	Brit.	bge.	812	July 16	Vogel, Hagedorn & Co.	Wanchai Pier
Silas Fish	4 c	Williams	Amer.	bge.	702	May 12	Vogel, Hagedorn & Co.	Wanchai Pier
Sir Charles Napier	5 c	French	Brit.	sh.	1161	May 27	Vogel, Hagedorn & Co.	Wanchai Pier
Southern Cross	3 k	Hughes	Amer.	sh.	1129	Aug. 29	Naval Storekeeper	Wanchai Pier
Stanfield	4 k	Dudley	Brit.	bge.	570	Aug. 28	Borneo Co., Limited	Wanchai Pier
Sta. Adresse	3 k	Leroy	Foh.	bge.	580	Aug. 7	Carlowitz & Co.	Wanchai Pier
Strathearn	3 c	Anderson	Amer.	bge.	1101	Sept. 2	Messageries Maritimes	Wanchai Pier
Sumatra	3 k	O'ough	Brit.	sh.	1090	Sept. 5	Russell & Co.	Wanchai Pier
Sumner R. Mead	4 k	Dixon	Amer.	sh.	1117	July 18	Russell & Co.	Wanchai Pier
Taunton	4 k	Armstrong	Brit.	sh.	1745	Aug. 16	Gibb, Livingston & Co.	Wanchai Pier
The Tweed	7 c	Bice	Brit.	sh.	1287	Aug. 19	Vogel, Hagedorn & Co.	Wanchai Pier
Trowbridge	7 c	Stapledon	Brit.	sh.	948	June 19	Olyphant & Co.	Wanchai Pier
Tyburnia	4 k	Goldier	Brit.	bge.	488	Aug. 22	Wieler & Co.	Wanchai Pier
Varuna	3 k	Sachsen	Ger.	bge.	402	Aug. 7	Remedios & Co.	Wanchai Pier
Venus	3 k	Ribeiro	Port.	bge.	402	Aug. 7	Remedios & Co.	Wanchai Pier
WEAMPOA								
Hawthorn		Mead	Brit.	bge.	298	Aug. 20	Wieler & Co.	Tientsin
Marco Polo		Brechwaldt	Ger.	bge.	358	Aug. 17	Wieler & Co.	Tientsin
Sophie		Binge	Ger.	bg.	210	Aug. 23	Wieler & Co.	Tientsin
OANTON								
Ynnchizing		Wallace	Chi.	str.	730	Sept. 2	C. M. S. N. Co.	Shanghai